

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SOURCE:

The following report contains information on Soviet troops and supply installations in the Western Siberian Military District.

1. A barracks installation, consisting of an undetermined number of low, wooden buildings; sheds for tanks, artillery pieces, motor vehicles, and horses; a gymnasium; a kitchen building; and several fuel-storage bunkers, was located in the eastern sector of Leninsk-Kuznetskiy (N54-38, E86-10), about 1.5 km east of the railroad station. In October 1949, the installation quartered a tank unit of about 400 very young soldiers who received training with 12 tanks of various models. An exchange of trainees took place at intervals of about three months. The installation also quartered a training unit of from 200 to 300 men. Eight AT guns and about ten twin-barreled AA guns were observed with the unit. Motor vehicles seen in the billeting area included 20 to 25 prime movers, marked with a yellow lion's head on a blue field, 10 to 12 trucks, and five sedans, marked with a yellow lizard on a blue field.
2. In fall 1949, a large barracks installation in Leninsk-Kuznetskiy was occupied by an infantry unit, the personnel of which wore red-bordered shoulderboards.

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Light artillery pieces were parked on a nearby drill field. Troops observed in the streets of the town wore yellow-bordered and blue-bordered shoulder-boards.

3. In summer 1948, an ammunition depot was observed on the east bank of the Tom River, about 500 meters west of the railroad bridge at Kemerovo (N55-20, E86-05). On the river front, the depot was protected by a barbed-wire fence with watch-towers and was patrolled by soldiers carrying rifles. The depot contained an undetermined number of semi-underground, wooden warehouses with gabled roofs and lightning rods. They were camouflaged with grass and brushwood.
4. The volume of eastbound rail traffic on the Trans-Siberian railroad line near Marinsk (N56-11, E87-45) increased sharply in September 1949 but decreased gradually in October 1949. Another peak in the volume of eastbound traffic was observed in February 1950, continuing until April 1950. During the latter period, an hourly average of at least four trains rolled eastward. Most of the trains consisted of from 30 to 40 flatcars loaded with armored vehicles, various types of artillery pieces, prime movers, and pontons and other bridge-building equipment. Some of the material was covered with tarpaulins.

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